

BOOKBINDING by European methods with the best materials, and under European supervision at THE "DAILY PRESS" OFFICE. Always pronounced equal to home work, and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices. THE "DAILY PRESS" OFFICE. All proofs are read, and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NEW ADVERTISEMENTS.

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A N EMERGENCY MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 18th inst., at 7.30 for 8 P.M. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 16th May, 1896. [1192]

In consequence of the WINDING-UP OF OUR BUSINESS and in view of facilitating the Clearance of our Stock—

A LIBERAL DISCOUNT

will be allowed on all Purchases; and Goods purchased for Cash will be given at Cost Price.

E. RICCO & CO.

24, QUEEN'S ROAD.

Dealers in Wines, Liqueurs, and Preserves.

Hongkong, 15th May, 1896. [2673-33]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHENGFOU, NEWCHIANG, TIENTHIN, HANKOW, and Ports on the YANGTZE.)

The Company's Steamship

"AGAMEMNON"

Captain Stevens, will be despatched as above TO-DAY, the 16th inst.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th May, 1896. [1189]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1895 has been declared.

WARRANTS will be issued on the 30th instant.

By Order of the Board,

N. J. EDE, Secretary.

Hongkong, 21st April, 1896. [1008]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"HAIMUN."

Captain Bathurst, will be despatched for the above Port TO-DAY, the 16th inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS LAPEAK & CO., General Managers.

Hongkong, 15th May, 1896. [1183]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHEW.

The Company's Steamship

"NAMOA."

Captain Hall, will be despatched for the above Port TO-MORROW, the 17th instant, at DAYLIGHT.

For Freight or Passage apply to

DOUGLAS LAPEAK & CO., General Managers.

Hongkong, 15th May, 1896. [1184]

OCEAN STEAMSHIP COMPANY.

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Agents.

Hongkong, 16th May, 1896. [1190]

FOR TAKOW AND TAIWANFOO (DIRECT).

The Steamship

"OSLO."

Captain Pederson, will be despatched for the above ports on MONDAY, the 18th inst.

For Freight or Passage apply to

D. M. WRIGHT & CO.

Hongkong, 16th May, 1896. [1185]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

(With liberty to tow the S.S. "BONNINGTON" from HONGKONG to NAGASAKI.)

The Steamship

"CARMARTHENSHIRE."

Sincock, Commander, will be despatched for the above ports on THURSDAY, the 21st inst., at NOON.

For Freight or Passage apply to

DODWELL, CABELL & CO., Agents.

Hongkong, 15th May, 1896. [1186]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

The Company's Steamship

"TAIWUAN."

Captain Nelson, will be despatched on SATURDAY, the 23rd inst., at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is arranged forward of the engine, a Refreshing Cabin, and a Cabin of the English Provisions during the entire voyage.

A fully qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 16th May, 1896. [1191]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

The Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from Shanghai.

Cargo remaining the discharge or remaining in port after the 18th instant will be landed at Consignees' risk and expenses into the godowns of the Wanchai Warehouse and Storage Co. Limited, Wanchai.

Consisted of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASOON, SONS & CO., Agents.

Hongkong, 15th May, 1896. [1187]

LESSONS IN FRENCH.

DENTISTE'S EASY METHOD OF LEARNING FRENCH in a Few Months, mainly by Conversation, by a Frenchman. Few very moderate.

Apply to

B.A.

Care of Office of this Paper.

Hongkong, 25th April, 1896. [1027]

Hongkong Daily Press

ESTABLISHED 1857.

No. 11,935. 號五十二百九千壹萬壹第 日四月初月四二十二緒光

HONGKONG, SATURDAY, MAY 16th, 1896.

六年四月 號六十一月五六十日五六十九百八千壹英港香

PRICE \$25 PER MONTH.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printings, Bindings, &c. should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisers and Subscribers which are not entered for a fixed period will be continued until unclaimed.

Orders for extra copies of Daily Press should be sent to the Office of publication after that hour the supply is limited. Only excepted for Cash.

Telegraphic Address Press, A.C.C. Code.

P.O. Box 20. Telegrams No. 12.

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"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

the cessation of the Czar, and to that arrangement England's interests in the Far East entitle her to be a party. By international agreement of this kind some stable settlement may be arrived at. But Japanese ascendancy in Korea as contemplated by Japan when the war to war is not any longer among the possibilities of politics.—Times.

THE GERMAN-JAPANESE TREATY.

The lengthy negotiations between the Governments of Germany and Japan for the revision of existing treaties have at length been terminated by the signature of the documents in Berlin, on the 21st April. Baron Michael von Saucken, German Secretary of State for Foreign Affairs, and Viscount Aoki, the Japanese Minister. Two documents were signed, one dealing with the commercial and maritime portions and one with the question of Consular jurisdiction. In all its essential parts the treaty is virtually the same as was signed in London by Lord Kimberley in July, 1884. The lengthy negotiations that have taken place have been of great interest to us in this country. In the first place, it is another sign that in the Far East our very good friends the Japanese are determined before long to be masters of the sea in their immediate neighbourhood with all that this implies. As to our attempting to compete with them for supremacy out there it is obviously impossible; we can only hope to do our best to assist the Japanese in their efforts. The second point is that if they intend to make their fleet the strength projected in the recently-published scheme. And that they do intend this appears most likely.

Notwithstanding an official assurance to the effect that the comparative naval strength of this country in the East is such as to give no cause for uneasiness, a doubt still appears to prevail on the subject. It is now certain that the Japanese Government has made up its mind to proceed with the acquisition of land, whether by purchase or otherwise. The Japanese state that, owing to the preference of their poor people for money to land, the mere needy landowner would sell their land, and thus a large portion of the country would pass into the hands of foreigners. Still, a new condition has been embodied. This is the principle of hereditary land. What the Japanese mean by this is not yet in position to say, but it is evident that the stipulation is in advance on the comparative short-term leases contemplated under the Anglo-Japanese treaty, the prospect of which has been so heartily condemned by nearly all foreigners in Japan. For residential purposes possibly the term might have been long enough but for industrial undertakings, where considerable augmentation during the last few months, but even with the additions thus made it is not the equal of our own squadrons, the second in importance with their dimensions and principal characteristics. This shows in result—

British.	Russian.
25 ships.	18 ships.
Numbers 8 torpedoboats.	13 torpedoboats.
Tonnage—6,857 tons.	5,529 tons.
Average speed 15 kts.	14 kts.
Guns 445.	350.
Torpedo tubes 43.	38.

In giving these particulars the purpose is merely to correct the erroneous belief which is prevalent, and to give a clear view of our naval position in the Far East.

GOLD IN NEW SOUTH WALES.

The glamour surrounding the earlier discoveries of gold in Western Australia has naturally diverted public attention away from the New South Wales, and the increasing of late years the quantity obtained in that colony during the past year being 360,000 ounces, being the largest annual yield since 1873, when the quantity was 361,784 ounces, and surpassed only in eight years since the discoveries of 1851.

The output of gold during the present year is expected to show a further increase. In fact it is generally recognized that instead of the numerous resources of the colony being completely exhausted, the supply of gold—such as they are—only remains to be properly developed. Although the alluvial deposits discovered in the early days have been practically abandoned and are popularly considered as worked out, there is ample evidence that the surface of the country has been merely scratched. The search for gold has been vigorously prosecuted for more than forty years; but, the goldfields and fresh deposits are not nearly so well known as the older ones, and in localities supposed to have been thoroughly examined. The gold formation is very widely diffused throughout the colony, as may be gathered from the fact that the gold-fields of Albert, Dargaville, and Ballina are between 600 and 700 miles distant from each other; and it has been estimated that the extent of country covered by formations in association with which gold always occurs, exceeds over 70,000 square miles. Gold has not yet been found in forming reefs, its presence was never suspected. A considerable portion of this area equals nearly one-fourth of the whole surface of the colony. It is well known to the mining fraternity that numerous mine-workings of handsome reefs were abandoned in the early days, simply because the appliances in hand were not sufficiently powerful or well suited to the gold contained in the fissile matter with which it was associated. At Wattle Flat on the Tumut River, gold was found in veins on the older goldfields, gold was found with French machinery. It was unsuccessful with French machinery. It is unaffected by water, steam, or oil, and it has been shown to it the strength of cold and three times that of double leather.

With us about one person in fifty is left-handed, but, as, the peculiarity may be hereditary, it is quite possible that a race of left-handed people may have been developed, although statements as to the existence of a preponderance of left-handed individuals in various parts of the world have not been agreed upon. It is well known that each side of the brain is connected mainly with the movements and sensations of the opposite side of the body, and Dr. R. A. Lundie, an English physician, gives reason for believing that the real cause of right-handedness is a kind of left-braininess. When the power of speech is lost, it is found that a portion of the opposite side of the brain only is affected, and it appears that the ability of speech rests in an organ of the left brain alone—after its discovery does its convolution, but when the mental faculties have not been otherwise injured, it is proven to be possible to restore speech by exciting the portion of the right brain corresponding to Broca's convolution. The normally active speech centre, however, is not always on the left side. It is found that a portion of the opposite side of the brain has been educated to speak, and a singular fact is that such portions are left-handed. Dr. Lundie finds it particularly useless to combat a strong tendency to left-handedness in children. But in such cases the right hand can be made nearly as expert as the left, giving an ambidexterity that could advantageously taught the right-handed as well.

LATE TELEGRAMS.

The following telegrams are from the *Rangoon Gazette*:

THE TRANSVAL REFORMERS.—London, 26th April.

Fifty-nine of the remaining reformers have been sentenced by the High Court at Pretoria to two years' imprisonment and a fine of two thousand pounds, being the year before sentence was pronounced. They had contended that the court had no jurisdiction to try the case.

More than a dozen trials are still pending.

Lord SALISBURY AND FOREIGN AFFAIRS.—London, 30th April.

Lord Salisbury speaking at a meeting of the Primrose League yesterday defended the Transvaal government, which he said was not ready to restore the Egyptian frontier.

President Kruger, in an interview with Reuter's correspondent, said he was scarcely considering the situation and that he would receive the written judgment in the case of the rearmament on Thursday, when he would not probably be in the country.

More trials are being signed in the

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NOTICE TO CONSIGNEES

STEAMSHIP "CALEDONIAN"
COMPAGNIE DES MESSAGERIES
MARITIMES

NOTICE

CONSIGNEES of Cargo from London, ex-
cept S.S. N. S. N. N., Godown, and Kowloon
Wharf, in connection with above Steamer, are
hereby informed that their Goods, with the
exception of China, Treasure, and Valuables,
are being landed and stored at their risks
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, where delivery may be
obtained immediately after landing.

Optional Bills will be forwarded on unless
intimation is received from the Consignees
to the contrary.

To-day, the 12th inst., requesting
for the bill to be landed here.

Bills of Lading will be countersigned by the
Underwriter.

Goods remaining unclaimed, after TUES-
DAY, the 19th inst., at Noon, will be subject
to rent and landing charges.

All Claims will be sent in to me on or before
Tuesday, the 19th inst., or they will not be
recovered.

All Damaged Packages will be examined on
TUESDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOUENNAIRE, Acting Agent.

Hongkong, 12th May, 1896.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN"

FROM ANTWERP, LONDON,
AND STAVANGER.

Consignees of Cargo, by the above named
vessel, are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

This vessel sails on Cargo:-

For Asia, &c., General.

Optimal goods will be landed here unless
instructions are given to the contrary before
10 A.M. To-morrow, the 14th inst.

Goods not cleared by the 20th inst., at 4 P.M.
will be subject to rent.

No Fire Insurance will be effected, by me in
any case whatever.

No damaged packages must be left in the
Godowns, and notice of same given to the under-
signed on or before the 22nd inst., after which
no claim will be recognized.

H. A. RITCHIE,

Supintendent.

Hongkong, 13th May, 1896.

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamship

"CERES"

Captain Behrens, having arrived from the
above ports, Consignee of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the undersigned and to
take immediate delivery of their goods from
aboard.

Optional Cargo will be forwarded unless notice
to the contrary is given before To-morrow,
Noon.

Any cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignee's risk and
expense.

No claim will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th inst. will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 13th May, 1896.

VESSELS ON THE BERTH.

FOR SHANGHAI.

THE Steamship

"NANYANG."

Captain F. Schulz, will be despatched for
the above port, the 16th inst., at Noon.

For Freight or Passage apply to

SIEMSEN & CO.,

Agents.

Hongkong, 14th May, 1896.

ROYAL PACKET NAVIGATION COM-
PANY OF NETHELANDS INDIA.

JAVA-CHINA-JAPAN LINE.

FOR SWATOW, AMOY, YOKOHAMA,
AND KOBE.

THE Steamship

"GERMANIA."

Captain Baudenken, will be despatched for
above ports, To-morrow, the 17th inst., at DAYLIGHT.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th May, 1896.

CHINA NAVIGATION COMPANY,
LIMITED.

THE Company's Steamship

"SUNGKIAN,"

Captain C. B. N. Doid, will be despatched as
above on MONDAY, the 18th inst., at 4 P.M.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 14th May, 1896.

THE PENINSULAR AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAEVIC (via Nagasaki, So. to)

KOREA, Inland Sea, So.)

TUESDAY, May 30, 1896, at NOON.

For Freight, apply to

SIEMSEN & CO.,

Agents.

Hongkong, 12th May, 1896.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

Egypt, NARVIKES, MEDITERRANEAN
POETS,

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 27th May,

ON TUESDAY, the 26th May of 1896,

At 9 A.M., the Company's Steamship

SYDNEY, Captain Astbury, with the

Passenger's Specie and Cargo, will leave this

Port for MARSEILLE VIA BOMBAY.

This Steamer connects at COLOMBO with

the Steamship VILLE DE LA CHIOTAT,

which vessel takes on her Passengers and Cargo,
leaving that port, on the 8th June direct to Calcutta

at NAGPUR and GUNGOON.

Shipping Orders will be granted till NOON

MONDAY, the 25th May, and Parcels will

be received on board until 4 P.M.

Parcels and Parcels not to be sent on board; they

must be left at the Agency's Office.

Contents and Value of Passages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 8th May, 1896.

FOR NEW YORK.

THE 3/3 L.I.L. American Ship

"LUCY A. NICKELS,"

Nichols, Master, is now loading for the above
port and will have quick despatch.

For Freight, apply to

REUTER BROCKELMANN & CO.

Hongkong, 31st March, 1896.

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"CERES"

Captain Behrens, will be despatched for the
above port, To-MORROW, the 16th inst., at
DAYLIGHT.

For Freight or Passage apply to

SIEMSEN & CO.,

Agents.

Hongkong, 14th May, 1896.

[1172]

ESTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND
PORT, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"MENMUIR"

Captain Craig, will be despatched for the above
ports To-MORROW, the 17th inst., at DAYLIGHT.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber, which ensures the supply of Fresh
Provisions throughout the voyage.

A stewardess and a duly qualified Surgeon
are carried.

For Freight or Passage apply to

GIIB, LIVINGSTON & CO.,

Agents.

Hongkong, 13th May, 1896.

[1159]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of passengers is directed to
the following rates offered by this Line
to the PACIFIC Coast and to the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table
Doctors and STEWARDES carried.

HONGKONG TO NEW YORK \$350.

The following rates are offered by this Line
to the AMERICAN CONTINENT. Macmillan & Son
of the YELLOWSTONE NATIONAL PARK route,
Passenger's Rates are proposed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment, Officers, Diplomatic, and Civil Services, etc.

For further information apply to

DODWELL, CARLILL & CO.,

General Agents.

Hongkong, 11th May, 1896.

[1173]

TO CONSIGNEES OF OPTIONAL
CARGO, EX. O. S. S. CO.'S S.S.

"HECTOR,"

FROM LIVERPOOL.

THE Steamship

"OLYMPIA"

Captain J. Trueblood, sailing at DAYLIGHT,

will proceed to VICTORIA, B.C., and